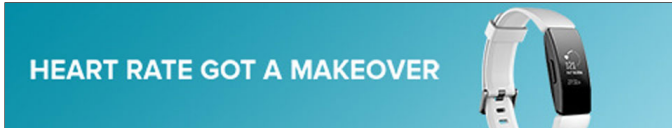




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G1 S-Series Front Disc Brake Job

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08-25-2003, 11:55 AM

#1

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geartooth94
 Master Member

 Join Date: Mar 2003
 Location: Allentown, PA
 Posts: 3,879
[geartooth94's Photos](#)

G1 S-Series Front Disc Brake Job

Well I just did this yesterday and I can give a step by step as well as a few tricks. This was on a '94 SL2 with rear discs. However I think that all S-series brakes will be very similar. This job was done in my driveway with simple hand tools and torque wrenches. I will warn you now to crouch with your knees and not bend over with your back or you WILL feel pain the next day. I learned the hard way.

- 1) Loosen the brake fluid reservoir cap but leave it on there.
- 2) Jack up the front side of the car, preferably with an adequate floor jack and jackstands. Use a block of wood to go between the jack lifting point and the frame of the car. The correct area to jack is just behind the stock jack point, just aft of the front wheels. By behind, I mean width of the car, not length. You will see what appear to be gray rails that run the length of the car, this is where you jack. Make sure to leave enough room for the stand. Also make sure you jack on a solid concrete or asphalt surface. You don't want the car falling through the wooden floor on your garage.
- 3) Remove both wheels and inspect the rotors and pads. My rotors had a big groove in it that ran the circumference of the rotor. I replaced them with standard "white box" made in China rotors. There is lots of discussion on this topic elsewhere on this board. Search for 'cheap chinese'.
- 4) Get a socket wrench, preferably a long one for the maximum torque. I was able to comfortably use an 18" long wrench. The caliper lock and guide pin bolts are both 14mm and the caliper bracket bolts are both 18mm
- 5) Remove the lock pin bolt at the bottom of the caliper. Be careful not to damage the boot.
- 6) Pivot the caliper up on the guide pin (upper) bolt and secure it using some coat hanger wire to the strut spring. I find it helps to loosen both caliper bracket bolts so the rotor will then loosen.
- 7) The pads should still be attached to their clips, so they can be removed.
- 8) If you are changing your rotor(s), now is a good time to take it off. I needed four hands for this job, so have a helper around.
- 9) Once the pads are in their clips correctly, bottom out the piston with a 7" or larger C-clamp. Make sure the boot is not damaged or bulging.
- 10) Reinstallation is the reverse of assembly. Don't forget to regrease the lock pin straight part, (NOT the threads) with dielectric silicone grease. You only need a thin layer to do the job. Be careful once again of the pin boots. Tighten the lock pin bolt and then tighten both caliper bracket bolts, if you loosened them.
- 11) Tighten the brake fluid reservoir cap.
- 12) With the wheels still off, install two lug nuts across from each other and snug them a little. Do this on both sides. Now start the car and put it in drive or neutral. Push the pedal to the floor and hold it for a second, then release. Repeat 5-10 times. If after this sequence, the pedal still travels to the floor with little resistance, it is likely you have a problem with your master cylinder, or somehow air got in the system and it will have to be bled. You'll have to search this board for remedies.

If all is well, install the wheels, torque to 103 ft-lbs. and pat yourself on the back.
For those that drink, go get a few beers.

TIPS and TRICKS!

I highly advise getting a copy of a Chilton's manual or the factory serviced manuals and reading over and understanding what you are doing before actually doing this job. This brake job wasn't too hard, but I work really slowly and it was time consuming for me. Probably because I'm a perfectionist!

My floor jack was too high even in its "at rest" position to allow for the jack and the block of wood to clear the frame of the car. I used the stock jack to lift the car a couple inches, then slid the floor jack in there and took the stock one out. Tedious, but it works.

I couldn't find a grease that specifically said "dielectric silicone" on it, so I got a small tub of grease that says "brake caliper grease".

The Saturn factory service manuals say we should replace the brake pad clips when installing new parts. I didn't because I thought the new pads would come with them. They didn't. I inspected all of them and they were not cracked or broken so I left them on there.

I used a white box brand of brake rotors: the guy said they were "AAMCO" or "AMPCO", but when I got the box, it said, 'Made in China'....perfect!

The pads are Wearever semi-metallic Silver level.

Torque values for the lock (lower) and guide (upper) pin bolts are 27 ft-lbs. and the caliper bracket bolts are 81 ft-lbs.

I find it helps to hold the lock pin boot "out" manually with your thumb and forefinger when you are tightening the pin bolt. It helps the boot stay in place and not get pushed back by the threads of the bolt. If you put too much grease on there, you will know now why the boot keeps pushing back.

I used 6-point sockets for all my work. I HATE 12-pointers. They just round off the bolts heads too much for high-torque work.

You'll probably need a socket extension of about 4 inches or so to clear the brake hose if you're using any decent sized socket wrench to take off the upper caliper bracket bolt.

I used disc brake pad anti-squeal spray, but the manuals didn't specify it. Don't know if it makes a difference or not.

I highly advise using WD-40 or PB-Blaster to loosen the bolt threads of any bolt that is on there really tight. You shouldn't need it with the caliper pin bolts, but the bracket bolts are on there real good.

Don't forget the most important thing: Get a can of brake parts cleaner and spray down your rotors after installation and before you put the wheels on. It'll get off all the grease and oils you got on there when you were handling the rotors!

I would have taken pictures with my digicam, but that would have taken too much more time. My hands were too dirty to handle a \$400 piece of technology. I believe others on this board have taken pictures of new rotors and such.

If I've forgotten anything, anyone that has done this job many times please post back and correct me. Good luck, all!

...
1996 Dodge Avenger ES: 2.5L V6

REWARD EXCELLENCE!

Rate the quality of this post and help *geartooth94* reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!

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08-25-2003, 12:22 PM

#2

02sl1

Junior Member

Join Date: Mar 2003
Location: b.c.
Posts: 30



i would like to add that you should open the bleeder screw when compressing the caliper piston so dirty fluid will come out instead of going up to the master cylinder.this is a good time to replace the fluid with fresh stuff .dot 3 will work fine. you will need a helper. 02sl1

REWARD EXCELLENCE!

Rate the quality of this post and help *02sl1* reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!



08-25-2003, 10:11 PM

#3

wolfman

Super Member



Join Date: Jun 2002
Location: Texas
Posts: 12,066

[wolfman's Photos](#) 

Quote:

Originally posted by 02sl1

i would like to add that you should open the bleeder screw when compressing the caliper piston so dirty fluid will come out instead of going up to the master cylinder.this is a good time to replace the fluid with fresh stuff .dot 3 will work fine. you will need a helper. 02sl1

DO NOT open the bleed screw! Done improperly you'll get air into the system and they are EASY to break. The brake fluid will back flow into the master cylinder when the caliper is compressed, so there is no reason to do so. (provided NO fluid has been added since the last new set of pads werew installed the master cylinder will NOT overflow.)

The above instructions are quite good....I will only add a few things...

When removing the caliper guide and lock pins DO NOT get them mixed up, they are two different sizes.

BEFORE you remove the caliper, make a note of how the brake hose to it is routed. (A digital or Polaroid picture would be a good idea) It will route several ways BUT only 1 way is the CORRECT WAY. If you miss route it, it WILL rub on the wheel tire assembly during sharp turns (a bad thing)

Once you have the caliper off you will need to COMPRESS the caliper piston using a "C" clamp or simliar method until it is bottomed in it's bore or it will not go back on over the new pads.

Pads are installed on the torque plate NOT the caliper.

You must remove the caliper AND torque plate ONLY if you are replacing the rotors

You can replace the pads WITHOUT removing the caliper. Just remove the lower guide pin and pivot the caliper UP to access and change the pads, you WILL still need to compress the caliper piston as described above using this method.

...

Old Saturns never die, people KILL them, so check your damn oil!
"Unthinking respect for authority is the greatest enemy of truth." Albert Einstein

REWARD EXCELLENCE!

 Rate the quality of this post and help *wolfman* reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!

08-26-2003, 12:54 AM #4

[amazinghl](#)
Master Member
Join Date: Jun 2002
Posts: 7,989



And do NOT use WD-40 as a penetrating oil... Use liquid wrench or PB Blaster.

...

85 GLH 367whp. <http://www.saturnfans.com/forums/showthread.php?p=2261629#post2261629>
00 Insight 72mpg

REWARD EXCELLENCE!

 Rate the quality of this post and help *amazinghl* reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!

05-17-2004, 08:29 AM #5

[David 93 SL2m](#)
Master Member

Join Date: May 2000
Location: North America
Posts: 3,594

[David 93 SL2m's Photos](#) 

2004 VUE 2.2L
2007 ION-3 Sedan



Quote:

Originally posted by 94SL2withphone
8) If you are changing your rotor(s), now is a good time to take it off. I needed four hands for this job, so have a helper around.

My rotors were very difficult to remove. I had success by spraying Liquid Wrench (or PB Blaster) through the center hole of the rotor as well as the through the 4 lug bolt holes of the rotor, waiting 10 minutes, and then banging it with a hammer. I don't have a rubber mallet and that would have been better would be better but since the old rotors were thrown away a regular hammer worked for me. Watch out for flying/falling rust particles!

...

Current

- 2004 VUE 124K
- 2007 ION3 112K

...

Past

- 1993 SL2 212K
- 1993 SC2 140K
- 1996 SC2 157K
- 1996 SC2 126K
- 2001 SC2, 145K
- 2002 L200 20K
- 2002 SL1 129K

...

REWARD EXCELLENCE!

 Rate the quality of this post and help *David 93 SL2m* reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!

05-25-2004, 11:19 AM #6

[Jeff P](#)
Senior Member




Howdy. I put new front pads and rotors on my '92 SC last Friday, using the info in this thread as well as the Haynes manual. The Haynes book describes the procedure similarly, but also has 2 full pages of pictures showing what to do. Definitely helpful!



Join Date: Sep 2001
Location: Germantown, MD
Posts: 1,011

[Jeff P's Photos](#)



My total working time, from getting the jack out to driving down the street testing the brakes out, was about 2 hours. The only real difficulty I encountered were some tight bolts, but a 24" wrench took care of them in no time. I also had to "pop" one of the rotors with a small prybar, but it came off easily after that.

Total cost of the job was just under \$75. That included the cheap chinese rotors, Wearever Silver pads, a tube of anti-squeal stuff, and a little caliper compressor tool. Not bad.

jeff

REWARD EXCELLENCE!

Rate the quality of this post and help *Jeff P* reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!

07-05-2004, 11:04 PM

#7

Revwillie

Member



Join Date: Jul 2003
Location: Alexandria, VA
Posts: 205

[Revwillie's Photos](#)

1993 SC2



Quote:

Originally posted by Jeff P

Total cost of the job was just under \$75. That included the cheap chinese rotors, Wearever Silver pads, a tube of anti-squeal stuff, and a little caliper compressor tool. Not bad.

jeff

I priced the cheapest (ceramicool/miatech)parts at sps and came out to \$113.

Are the cheap parts above available at Autozone?

...

93 SC2 140,000mi

REWARD EXCELLENCE!

Rate the quality of this post and help *Revwillie* reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!

07-09-2004, 08:13 AM

#8

amazinghl

Master Member

Join Date: Jun 2002
Posts: 7,989



www.kragen.com or your local kragne, advance auto, checker...etc

...

85 GLH 367whp. <http://www.saturnfans.com/forums/showthread.php?p=2261629#post2261629>
00 Insight 72mpg

REWARD EXCELLENCE!

Rate the quality of this post and help *amazinghl* reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!

07-22-2004, 12:46 PM

#9

Revwillie

Member



Join Date: Jul 2003
Location: Alexandria, VA
Posts: 205

[Revwillie's Photos](#)

1993 SC2



Got my rotors and pads. I decided to splurge and I got the SPS ones since I'm saving money on labor. I have everything else I think, but I ended up with a 5" C-clamp because I forgot my notes when I went to the store. It's not gonna be big enough is it? I can take it back and swap it for an 8-incher, but I was hoping 5" would do the trick.

...

93 SC2 140,000mi

REWARD EXCELLENCE!

Rate the quality of this post and help *Revwillie* reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!

07-23-2004, 01:35 PM

#10

geartooth94

Master Member



5" is a little dinky in my opinion. Using the larger one will give you a little more torque as well as clearance to move that piston.

...

1996 Dodge Avenger ES: 2.5L V6

REWARD EXCELLENCE!

Join Date: Mar 2003 Location: Allentown, PA Posts: 3,879 gearthooth94's Photos    	 Rate the quality of this post and help <i>gearthooth94</i> reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!
07-23-2004, 04:44 PM #11	
elvinrodr Member Join Date: Jan 2004 Location: Cleveland, Ohio Posts: 129 elvinrodr's Photos  2008 VUE 3.6L 1995 SL2   	 A pair o big channel-lock pliers also do the trick and do not forget to pump up the brake pedal once you are done. My buddy forgot and backed the car up into the house. LOL ... 91 SL2M 93 SL2A REWARD EXCELLENCE!  Rate the quality of this post and help <i>elvinrodr</i> reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!
07-24-2004, 11:51 PM #12	
Revwillie Member  Join Date: Jul 2003 Location: Alexandria, VA Posts: 205 Revwillie's Photos  1993 SC2   	 5" was plenty. Sorry for the dumb question. I've just done my first disk brake job. It was so much easier than I expected. I had to go buy a 2 foot breaker bar which I needed anyhow. But that was my only snag. Thank you to 94SL2withphone and all the others. there are a couple of new pictures in my gallery now. ... 93 SC2 140,000mi REWARD EXCELLENCE!  Rate the quality of this post and help <i>Revwillie</i> reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!
07-29-2004, 09:44 AM #13	
bbarbulo Advanced Member Join Date: Nov 2002 Location: Canada Posts: 815   	 anyone have pix0rs of the correct way to route the brake lines? I'm gonna check some prices, I may throw on new flex hoses for fun, cuz I wanna bleed the brakes soon. REWARD EXCELLENCE!  Rate the quality of this post and help <i>bbarbulo</i> reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!
07-29-2004, 10:52 AM #14	
Revwillie Member  Join Date: Jul 2003 Location: Alexandria, VA Posts: 205 Revwillie's Photos  1993 SC2   	 Quote: <i>Originally posted by bbarbulo</i> anyone have pix0rs of the correct way to route the brake lines? I'm gonna check some prices, I may throw on new flex hoses for fun, cuz I wanna bleed the brakes soon. yes, as a matter of fact. Check out my gallery. However, it's very simple. The line only has to curl back towards the rear of the vehicle at the top. There are no clips or ties on the line on the front brakes. ... 93 SC2 140,000mi REWARD EXCELLENCE!  Rate the quality of this post and help <i>Revwillie</i> reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!
07-29-2004, 11:33 AM #15	
bbarbulo Advanced Member Join Date: Nov 2002 Location: Canada Posts: 815	 you rawk my world 🤘 haha

thanks for the pic, that's exactly how mine are. damn wire loom though, you can't see if your flex hoses are starting to crack. that's terrible!!

REWARD EXCELLENCE!

Rate the quality of this post and help *bbarbulo* reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!



05-29-2005, 11:08 AM

#16

pseudonyM

New Member

Join Date: Apr 2005
Location: Portland, OR
Posts: 3

1997 SL1

**Re: G1 S-Series Front Disc Brake Job**

Well, I've just changed my front brake pads on My 1997 Saturn SL1 for the first time; not the rotors though; and I'm getting a scraping sound from the passenger's side while driving (oddly enough, not while braking). I didn't notice any signs of rotor warpage, but should I go ahead and change them out anyway? Any Ideas would be very much appreciated.

REWARD EXCELLENCE!

Rate the quality of this post and help *pseudonyM* reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!

06-04-2005, 12:52 PM

#17

pseudonyM

New Member

Join Date: Apr 2005
Location: Portland, OR
Posts: 3

1997 SL1

**Re: G1 S-Series Front Disc Brake Job**

Well, I've figured it out.

Turns out that the problem was merely a bum set of brake pads: DURALAST SEMI-METALLIC, Part No. MKD728, that I bought at autozone for \$22.49.

I went out and got the Wearever semi-metallic Silver pads, as suggested, and the noise is gone.

Thanks for the post.

REWARD EXCELLENCE!

Rate the quality of this post and help *pseudonyM* reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!

06-08-2005, 03:24 PM

#18

Green93SL1

Junior Member



Join Date: May 2005
Posts: 20

2004 VUE Red Line

**Re: G1 S-Series Front Disc Brake Job**

I just changed the front pads on my 93 SL1. Everything went very smoothly. There was no need to replace the rotors at this time. I guess my next project is to replace the pads on the rear. I haven't taken the wheels off to look yet...is the procedure the same for the rear as it was for the front?

Which pads usually wear more quickly...front or rear?

REWARD EXCELLENCE!

Rate the quality of this post and help *Green93SL1* reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!

06-08-2005, 09:42 PM

#19

David 93 SL2m

Master Member



Join Date: May 2000
Location: North America
Posts: 3,594

[David 93 SL2m's Photos](#)

2004 VUE 2.2L
2007 ION-3 Sedan

Re: G1 S-Series Front Disc Brake Job

Quote:

Originally Posted by **Green93SL1**

Which pads usually wear more quickly...front or rear?

Front.

...

Current

- 2004 VUE 124K
- 2007 ION3 112K

...

Past

- 1993 SL2 212K
- 1993 SC2 140K
- 1996 SC2 157K
- 1996 SC2 126K
- 2001 SC2, 145K
- 2002 L200 20K
- 2002 SL1 129K

...

REWARD EXCELLENCE!

Rate the quality of this post and help *David 93 SL2m* reputation points. Click the reputation button near the bottom left corner of this message box.

Thank you!

08-28-2005, 12:33 AM

#20

[dzmegs](#)
Junior Member

Join Date: Aug 2005
Posts: 26

Re: G1 S-Series Front Disc Brake Job

Brake fluid needs to be changed/flushed too. So many people never do it. If you have 100,000 miles and have never done it your asking for trouble. I like to get loaded calipers when ever its time to replace rotors. Seen some nasty stuff in ABS modules were the fluid had never been changed. Causes spongy pedal too and brake drag sometimes. These conditions should be checked with the fluid warmed up to operating temperature.

REWARD EXCELLENCE!

Rate the quality of this post and help *dzmegs* reputation points. Click the reputation button near the bottom left corner of this message box. Thank you!

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front disc brake drag	gronz	S-Series General	6	11-15-2005 09:07 PM
DIY front brake job	Jeff P	Miscellaneous Tech	7	05-13-2004 03:56 PM
92 SC2 front brake job	Big Bondi	S-Series General	17	05-10-2004 10:47 PM

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